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[a1351]

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Telegraphic Address "COMFORT,"  
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Hongkong, 1st September, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER

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**BIRTHS.**  
On December 9th, at Shanghai, the wife of VILHELM MEYER, of a daughter.  
On December 9th, at Shanghai, the wife of AUGUSTON FRANCIS EVANS, of a son.

**MARRIAGE.**  
On December 7th, at Shanghai, ARTHUR HINE, of Shanghai, to EDITH MARY, second daughter of the late D. C. JENSEN and Mrs. JANSSEN, of Shanghai.

**DEATHS.**  
On December 2nd, at Preston Cross, Bookham, Surrey, MARGARET JANE GILMORE, widow of the late David Gilmore, of Shanghai.  
On December 8th, at Shanghai, ELIZABETH, the beloved wife of G. F. FORSHAW, aged 26 years.

HONGKONG OFFICE: 10A, DES VUEZ ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, DECEMBER 14TH, 1910.

The inquiry by a Coroner's Jury into the circumstances attending the death of the six Chinese who lost their lives by the recent collapse of buildings in Aberdeen Street has ended, as previous inquiries of the kind have ended, in a verdict that the deceased met their death by accidental means and that no criminal neglect or responsibility attached to anybody, except the builder, whose name apparently could not be ascertained. It was given in evidence that not only was the material—the mortar and the bricks—used in the building of very inferior quality, but that the construction was bad. "It was a criminal bit of work," one of the building inspectors said. The walls, instead of being properly constructed, were filled with broken bits of bricks and wooden joists, instead of being carried independently, were built into the walls.

The primary cause of the collapse, according to the evidence, was the dry-rotting of these joists, and as the so-called mortar had perished absolutely and the blue bricks were rotten, the whole place toppled down like a house of cards. These houses were estimated to be about twenty years old, and the evidence of the officials of the Public Works Department disclosed that there are no records in the archives of the Department as to who were the architects or builders concerned in the erection of these death traps. It would be interesting, but perhaps alarming also, to learn how many houses there are in the Colony over twenty years of age and built by the old race of jerry-builders. The disquieting feature of the evidence is that the inherent weakness of these buildings cannot always be detected by an ordinary inspection. We have it in the evidence that the wall which collapsed was inspected not only by the building inspector, but by his superior officer, only the day before it fell, and no weakness could be detected. Very similar evidence was given after the inquiry into the Jervois Street collapse. We then suggested—that being the fourth collapse of the kind within a period of a month—that it was the obvious duty of the Government to do all in its power to allay the serious apprehension which these disasters had created in the public mind. At the same time we hinted at the difficulty of doing anything more than the Building Authority is doing at the present time. We have heard it suggested that the Government should throw upon the owners of this class of property the duty of furnishing to the Public Works Department within a given period a certificate by an authorised architect of the stability of the houses owned by them, but when this proposal is viewed in the light of the expert evidence given at these inquiries, to the effect that it means the partial demolition of a building for such an examination to be made as would reveal the weakness in the walls, the proposal is one which cannot be lightly recommended. Yet, what choice is there between trusting to Providence on the one hand and, on the other, a close examination for such defects in construction as the five or six collapses which have occurred within the last few months have revealed? The impression left on the mind by the evidence given at the inquiries is that, in all probability, such jerry-building is characteristic of Chinese tenement houses erected in times when, it is evident, no competent supervision was exercised over building operations in the Colony. In that case a close examination might involve the condemnation of hundreds, and even thousands, of houses. The Government cannot very well be asked to adopt such a drastic measure as that to which we have referred, but, in view of the frequency of these disasters recently, something should be done to impress upon the individual owners of such property the duty they owe to their tenants and to the public generally to take all practicable means to assure themselves of the stability of their property.

The German cruiser *Seehornst*, accompanied by two torpedo boats, arrived in Hongkong yesterday from the North.

It is understood that early in the Spring three of the submarines now at Portsmouth will be sent to Hongkong.

A number of Chinese shopkeepers were convicted at the Magistrate's yesterday of obstruction. Three were fined \$10 and nine were fined \$5.

Three respectably dressed Chinese were brought before Mr. E. R. Hallifax at the Magistrate's charged with stealing a bed belonging to a girl. Complainant, however, agreed to withdraw the charge, and the men were dismissed with a caution.

Following is the programme of the organ recital to be given by Mr. George Grimbale, concerning which an announcement appears in our advertisement columns:

Offertoire (Upon two Christmas Themes) Guitmund  
Baritone Solo. . . . . "Nata th" . . . . . Guitmund  
Mr. F. White. . . . . Henry Smart  
Andante (The Magi) . . . . . "The Boy at Noel" . . . . . Traditio al  
Berceuse (Lullaby) . . . . . Dreychoet  
Recit. "Then shall the eyes of the Blind be opened"  
Al. . . . . "He shall feed His People" ("Messiah") . . . . . Handel

Mr. Francis Clark.  
Hallelujah Chorus. . . . . (Engedi or Mount of Olives) . . . . . Beethoven

Japan is to have another golf course. A correspondent informs us that the Japanese Railway Administration is considering a proposal to form a new nine hole golf course, in conjunction with their new hotel which is situated in the ancient park of Nara. The work entailed by the scheme is considerable, and the general layout has been prepared by a Hongkong architect. If this comes to pass it will doubtless prove the means of prolonging the stay of many visitors to Japan very considerably, in addition to attracting a larger number than usually visit that part of Japan. The romantic nature of the country and its magnificent mountain and sylvan scenery should make it one of the most attractive courses in the East.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SPECIAL POLITICAL SERVICE.]

## THE GENERAL ELECTION.

SATURDAY'S ELECTIONS.

LONDON, December 13th.

The following are additional results, of Saturday's polling.—

UNIONIST.	LIBERALS.
Burton	Cole Valley
	Walthamstow
	Cricklade
	Crews
	LABOURITES.
	Derbyshire, N.E.

Mr. Lloyd George, Chancellor of the Exchequer, has been re-elected for Carnarvon District.

Cricklade is a Liberal gain.

MONDAY'S ELECTIONS.

UNIONISTS.	LIBERALS.
Southport	Rossendale
Brentford	Tottenham
	Heywood
	Mansfield
	LABOUR.
	Gorton
	Hallamshire

Mr. L. Harcourt (Secretary of State for the Colonies) has been re-elected for Rossendale.

STATE OF THE POLL.

The results of the election so far are—

Liberal	191
Labour	35
Nationalist	57
Unionist	229

Members elected . . . 518

to be elected . . . 152

PARTY GAINS.

Unionists	21
Liberals	18
Labour	4

CONSTITUENCIES TO POLL.

Of the 152 constituencies to poll 108 were represented in the last Parliament by supporters of the Government (including the Labour and Nationalist) vote and 44 Unionists, so that the Liberal Majority in the new Parliament is unlikely to be changed to any great extent.

## AVIATION EXHIBITIONS FOR HONGKONG.

Hongkong is shortly to have a visit from one of the "Kings of the Air." M. Van den Born, formerly a champion cyclist, came out to the East recently by one of the French mail steamers. He is accompanied by his wife, who is also an aviator, and they bring with them three Farman bi-planes. They intended to have an "aviation week" at Singapore, and then go on to Saigon and Hanoi, subsequently coming on to Hongkong and proceeding via Shanghai and Japan to America and Europe. We gather this information from one of the Haiphong newspapers, which also mentions that M. Paria, a former commissaire of the Messageries Fluviales, proposes to make a trip around Saigon in a Santos-Dumont "Demoteur" monoplane. He also intends visiting Hongkong and Shanghai, as well as Batavia and Bangkok.

## MACAO AFTER THE REVOLT.

COMMITTEE OF ENQUIRY APPOINTED.

At the request of Mr. Fernando de Menezes, Receiver of Taxes, a committee composed of the Attorney-General, the Colonial Secretary, and Mr. J. P. de Silva, as clerk, has been appointed to enquire into alleged civilian instigation of the recent military revolt. Pending the announcement of the findings of the committee, we hold over some notes on the subject which we have received for publication. The committee's task is not a heavy one, and the public should not have long to wait for the findings of the committee, which we presume will be at once officially published.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Touraine*, with the French mail of the 4th inst., and mails from London of the 3rd inst., left Singapore on the 12th inst., at 5.30 p.m., and is expected to arrive here on the 19th inst.

The cargo of Silk shipped on board the M.M. str. *Dumbea*, which left this port on the 8th ult., was delivered in Lyons on the 10th inst.

The I.G.M. str. *Finanza Alice*, which left here on the 16th ult., at noon, arrived at Genoa on the 11th inst., at 8 a.m.

The Silk shipped by "Blue Funnel" str. *Protestant*, which left Hongkong on the 2nd ultimo, was delivered at New York on the 1st inst., at 8 a.m. The time taken in transit from Hongkong to New York was 23 days 16 hours.

Thirteen richa coolies appeared at the Magistrate's yesterday charged with obstruction. They were each fined \$5.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SPECIAL POLITICAL SERVICE.]

## THE EXILED REFORMERS OF 1898.

ASSEMBLY'S PETITION FOR PARDON.

PEKING, December 13th.

The Assembly has unanimously agreed to a memorial being presented to the Throne praying for the liberation of the political offenders of 1898.

The Assembly's denunciation of the Grand Council has been referred by the Government to the Council.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## AUSTRIAN CABINET RESIGNS.

LONDON, December 13th.

Reuter's Vienna correspondent telegraphs that the Austrian Cabinet has resigned owing to the defection of the Poles on an internal question, depriving the Government of a majority.

## CHINESE AMBASSADOR IN LONDON.

LONDON, December 13th.

The Chinese Ambassador, H.E. Lai-yu-lin, arrived in London yesterday afternoon. He was met by the staff of the Legation and numerous Chinese in European dress.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 12th.

A woman who owned her living as a seamstress lived in a place called Wo Hing Lane in the Western Suburbs. A night or two ago, while sewing, her kerosene lamp fell over and set fire to her clothing. In her terror she pulled the cotton quilt off her bed and endeavoured to put out the flames with it. In so doing the mosquito net caught fire and the room was soon in a blaze.

The poor woman screamed for help, and when the neighbours came they threw cold water over her and the burning materials and soon extinguished the flames. The woman was found to be badly burned, so a Chinese medicine was called in. This clever person said that unless she drank a quantity of hot water in which sugar had been dissolved she would surely die. The woman drank it and died shortly after.

## FATHAN POLICE MATTERS.

It was reported in these columns a few days ago that a constable in Fathian had been found guilty of theft and sentenced to imprisonment. Since that time the leading residents of Fathian have held a meeting and passed a resolution to the effect that when the next police tax falls they will refuse to pay it. They have come to the conclusion that the police are no better than a set of robbers and they refuse to contribute to the support of such thieves. Following hard on this case comes another. The people living near No. 1 police station were always losing articles of clothing when they were put in the sun to dry. On man who lost a garment determined to discover the thief. He hung a flannel coat out to dry and then hid himself. He had not long to wait before he saw a man snatch the garment from the line and walk off. The owner raised an alarm and followed the man, who was caught with the coat in his possession. When taken to the station it was found that he was the cook to the establishment. The chief of police sentenced him to wear the orange for a number of days on the score of his crime. A day or two ago a police corporal in the same town saw a constable instigating a young girl as she walked along the street. The corporal came up and reprimanded the man, who answered his superior in an objectionable manner. When the man came off his best he was arrested. When charged before the chief of police he said it was useless for him to say anything, as police officers always stood up for one another. He was then sent to Canton to be dealt with by the Tao-tai of Police for insubordination.

## ROBBERY IN SHUN TAK.

Some time ago the Acting Viceroy had occasion to severely reprimand the Shun Tak Magistrate for not clearing his district of the robbers that infest it. From the following it would appear that the warning had not had much effect. In the Ma Kong village, among other residents dwell four rich families. A night or two ago a gang of robbers raided the village and attacked the houses of these families and got away with a great deal of plunder. They also took away the head of one of these families, an old man more than 80 years of age, to hold as ransom. The next day his family received a letter from the robbers containing most blood-curdling threats if a certain sum of money were not paid by a specified day. The families have placed the matter in the hands of the authorities.

## THEFTS IN A YAMEN.

The Chinese thief is a most ubiquitous person and no place is safe from his depredations. The latest scene of his operations is the yamen of the Pun Yu Magistrate. For some time thefts have occurred within the precincts of this court and in spite of all efforts the culprit has remained undiscovered. The Magistrate now thinks that the thefts have been committed by some member of the public present to witness the trials. He has therefore given orders that the public is no longer to be admitted, and the trials will in future take place in the presence of the officials and the attendants only.

## RESULT OF GAMBLING.

A man living at Yuk Wah Fong in the city is an inveterate gambler. A few days ago he lost all he possessed at fan-tan and then went home and ordered his wife to pawn her clothing to supply him with fresh funds. The woman refused to do this and a violent quarrel ensued, in the course of which the man assaulted her, inflicting a severe wound. The neighbours then interfered and drove the man out of the house. The woman's wound was found to be so serious as to call for the aid of the Red Cross Society.

## THIEVES AND GAMBLING.

It is surprising how much every one here desires to see the suppression of licensed gambling. A few days ago the Canton Press Association received a letter from Luk Lan Ching, who is one of the most formidable of the robbers in the district, to the effect that if licensed gambling were done away with he and his confederates would yield themselves to the authorities and give no further trouble. In the letter Luk states that almost every robber in the Province has become what he is because of this iniquitous system. Though this is a doubtless exaggerated statement, it contains a great deal of truth, and it is a proceeding almost without a parallel to find even the robbers calling upon the Government to suppress vice. Still more extraordinary is a manifesto that has just been issued by the employees of a large number of "hongs" in the Western Suburbs. In this document the writers say that they have one and all suffered loss through the gambling houses and they give the proprietors of the gaming shops just three months to shut up and clear out, bag and baggage, otherwise there will be trouble. Just how much this manifesto is worth it is hard to say, but it is interesting as showing that all classes of people are united in desiring the suppression of licensed gambling.

While on this subject it may not be without interest to observe the reported sayings of H. E. the new Viceroy. Not long ago I reported that H. E. had sent a telegram to the Deliberative Council stating that as soon as he assumed the reins of office his first step would be the suppression of licensed gambling. Now H. E. has somewhat changed his tune and declares that the suppression of gambling is a momentous question and requires "time." It is the same with railway enterprise in Kwong Sai. Before H. E. went to Peking he was in favour of a foreign loan to assist in the exploitation of the somewhat backward and conservative province of Kwong Sai. Now it appears that he has attained himself to the ideas prevalent in the capital and a foreign loan is no longer to be entertained. All things considered, it is not wonderful that the native Press is a little bit "down" on the future ruler of the Kwong Sai. Be this as it may, there is no gainsaying the fact that the bulk of the populace will not for long tolerate licensed gambling, and the sooner the Government takes cognizance of this fact the better.

## THE RECENT SCHOOL TROUBLES.

Some days ago I reported that trouble had broken out in the Lung Kwong Foreign Dialect School between the Warden and the students and that the matter had been referred to the Educational Commissioner for settlement. This official has just published his decision. The Warden is accused of lack of tact in dismissing a "popular" teacher, and the unfortunate man is awarded no less than 3 black marks, which is equivalent to raising his career. The members of the staff who went on strike are warned to return to their duties at once or dire consequences will befall them. This may be looked upon as a victory for the students and it is more than likely that the Warden's life in future will be a hard one. It is a pity that the Provincial officials do not copy the example of the Hongkong Government in dealing with students on strike (as witness the late affair at Queen's College).

## SUICIDE.

The Chung Sai Hotel, situated near the Yuet Hon Ferry wharf, has just been the scene of a suicide. A day or so ago a man engaged a room, but he did not appear at meals, so a servant was sent to his apartment to see what was the matter. The domestic was horrified to see the guest hanging by the neck quite dead. An inquest was held, and it was discovered that the man was a runner engaged in a yamen in the country. He had been dispatched to Canton to collect a sum of money, which it was proved he had done. The runner, however, had gambled away the sum at fan-tan, and was afraid to face his superior, hence the reason for his rash act.

## CRICKET.

At the Happy Valley this afternoon, starting at 2 p.m., a League match will be played between the Royal Engineers and Departments Team and the R.E.A. on the military ground. The following will represent the R.E. and Departments—Lt. Col. Sir J. Fyfe, Capt. Addison, Capt. Bell, Lieut. Williams, Rev. Foster Pegg, Corp. McGregor, Taverne, Campion, Pearson, Osman and Davison.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 25 of 1910, entitled—"An Ordinance to amend the Kaitai Land Ordinance, 1898."

## SUPREME COURT.

Tuesday, December 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PRINCIPAL JUDGE).

CLAIM FOR MEALS SUPPLIED.

The hearing of the action was concluded in which the Tsai Nam Lau firm sued Wai Yau Chuen to recover \$34.36 for meals supplied. Mr. Christopher Wilson (of Messrs. Hastings & Hastings) appeared for the plaintiffs, and defendant was represented by Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon).

His Lordship upheld the legal point raised by Mr. Stevenson, that the plaintiffs were not entitled to sue, and non-suited them with costs.

## AWFUL DEATH OF AN ENGLISHMAN IN KELANTAN.

ATTACKED BY ESCAPED PANTHER.

The Straits Times of the 29th ult. says:—

A sad occurrence was reported on the arrival of the steamer *Kota Bharu* from Bangkok. She had stopped at Kots Bharu en route and had taken on board there Mr. F. V. Guy, Manager of the Federal Dispensary, Kuala Lumpur, who was suffering from severe gunshot wounds and injuries inflicted by a fierce panther. His condition was such that the Kots Bharu authorities had decided to remove him to Singapore General Hospital. An ambulance was in readiness at this end to convey the wounded man there, but it was not needed. While the ship was at sea Mr. Guy had expired and his body had been put ashore for burial at Tringranu.

Mr. Guy left Kuala Lumpur about the 18th of November in consequence of an invitation from Kelantan to go there and witness a fight between a panther and a buffalo. Mr. Guy agreed to supply the panther from the little private menagerie that he maintained in his compound as a hobby. Accordingly, when he left Kuala Lumpur, he took with him a couple of fierce panthers in cages, one a black one, the other spotted.

He got his animals safely to Kots Bharu and was in readiness for the fight to take place last Friday afternoon. The arena was an enclosure surrounded by a thick wall about 12 feet high and on the top of this wall the spectators were accommodated. A small hole in the wall near the ground was the means by which the panther, the black one, was to be admitted. In fact, when the crowd had assembled on the top of the wall, Mr. Guy placed the doorway of his cage against the inlet. When he lifted the door, of course, the panther dashed through the hole in the wall into the arena.

## WOUNDED BEAST TURNS.

What happened then was a merely a matter of a few seconds. The panther, finding himself still imprisoned, dashed for a corner of the arena where a piece of wood in the wall gave him foothold, and, in a twinkling, he had leapt to the top of the wall. He entered the spectators in this way, knocking two to the ground, and dropped into the open. The crowd immediately was after him and made to cut off the way to the jungle. Mr. Guy, who was armed with a double-barrelled gun, chased in the wake of the panther accompanied by another European similarly armed.

Coming up to within a few yards of the panther, Mr. Guy fired and hit him. Infused by the attack the panther turned like lightning and sprang towards Mr. Guy, whose gun, which had only been partially loaded, was now empty.

Even then, however, he might have escaped, but, moving on a rocky surface that had been rendered slippery by recent rain, he slipped, and the animal was on him before he could regain a firmer footing. The other gentleman fired his first barrel as the panther was on the spring, but the beast was on the prey and held on. It was a close and desperate struggle. The unfortunate European on the ground and the other man fired a second shot.

In the confusion of dust and smoke, however, the shot missed its mark and penetrated Mr. Guy's right thigh. The other gentleman then pluckedly entered the fight and managed to kill the panther with a thrust from a hunting knife. The wounded man was then examined by Dr. Gimlette, who happened to be among the European spectators. All his right side was torn and mangled, the bones of the arm and leg nearly bare. His right hand appeared to be smashed and his wrist broken, and where the shot had entered his leg the thigh bone was broken.

## THE ONLY HOPE.

Fully conscious, Mr. Guy was removed to a neighbouring European house where the wounds were better attended to, but it became evident that almost the only hope of saving his life was to amputate the right leg. To do this on a spot was well nigh hopeless, so it was decided to transfer him to Singapore. A telegram was sent to Kelantan to detain the steamer *Boribot* which was to sail thence the following morning (Saturday) and another to Singapore to have an ambulance in readiness at Johnston's Pier, on Friday evening the melancholy progress began.

Mr. Guy was carried on a stretcher very carefully down to the river and deposited on a large flat boat. Fortunately the river was at a low stage, and about ten o'clock at night the boat began to move down stream. Gimlette and a few other Europeans accompanied the injured man. At 8 a.m. Kelantan was reached and the boat was rowed out to the *Boribot* at the mouth of the river. Mr. Guy could not be carried on board as he was hoisted up, but all, by the derrick cables. He was then laid down gently on the bridge.

When the steamer left her berth Mr. Guy was suffering a good deal of pain but it was alleviated by morphia administered. About two o'clock, however, he died.

The steamer was off Tringranu about 10 o'clock at night and the remains were taken ashore, and were, we understand, buried early on Sunday morning.

The ultimately happening close on of the most virile lives in the Selangor capital, Mr. Guy, who was a comparatively young man, had a great diversity of interests. Educated at Uppingham, and trained in chemistry, he was an amateur hunter, and had been a manager of the Federal Dispensary, and has built up that business to its present successful status. His business life was spent in selecting some big and little, and in tending the needs of a small private menagerie that he had established in the compound of his house.

We learn from northern papers that the Ministry of Justice has received telegrams from the Provincial Governments requesting the Board to establish High Courts of Justice in the various treaty ports. President Pao-tung has refused their requests on account of the enormous expense.











## INTIMATIONS

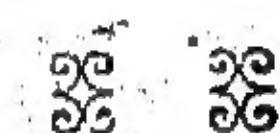
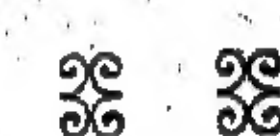
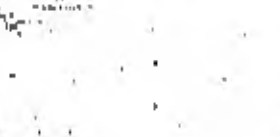
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AT 9.15 P.M.

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## OVERLAND TO INDIA.

PROSPECTS OF A THROUGH  
RAILWAY.

Inquiries made by a Russian representative in various well-informed quarters in London in regard to the proposal to connect the railways of Russia and India by means of an international line through Persia show that there is no evidence of any political hostility to the proposal. In fact, there appears to be no doubt that over a year ago the question was brought before some of the leading responsible British statesmen and met with a sympathetic reception. The matter now seems to be taking a definite shape. In Russia preparations are well advanced and the necessary financial backing in that country is said to have been secured, while in this country the matter is now about to form the subject of conversations in responsible quarters.

In connection with a Russian representative, M. Zvegintseff, a member of the Duma, supplied important and authoritative details regarding the project, in connection with which he is at present in London. Dealing with the origin and growth of the movement, the Russian Deputy said that a group of Russians interested in financial and railway enterprise had come to the conclusion that the time had arrived to unite the lines of the European railway system with those of India. Such an enterprise could, however, be formed only as an international combination of financial and commercial men, while the leading interest should be Russian and English. The Russian promoters of the idea had therefore formed a Russian group with a view to ultimately developing it into an international company to study the question and afterwards to build the line.

The main idea, according to M. Zvegintseff, was that the Russian group should bring together those who might be interested in the question in England and find the necessary international capital. It has been strongly felt that this undertaking must be very cautiously developed so as not to arouse enmity which might mar all the future possibilities of the undertaking. For that reason the Russian group did not think it possible to proceed with the scheme before it had ascertained, more or less, the reception that the idea, as such, might be likely to find in official and commercial circles in Great Britain, France, and other countries. It should here be stated that the group had previously ascertained the existence of sympathetic currents in Russia. It is important to note that this group represents some of the biggest banking, railway, and commercial interests in Russia, and that the necessary Russian financial backing is assured. The idea of such a line was first started by M. de Lesseps. At the end of the 'eighties a Russian group took up the idea and had nearly formed a company, but as the foundation of Russian policy in Persia in those days was in antagonism to England, the scheme could not be carried through, and for a number of years Persia was shut off from railway enterprise. But since then things have greatly changed. The Anglo-Russian Agreement of 1907, the progress of the railway enterprise in Asia Minor, the situation in Persia itself, and above all, the laying of the plan of a possible invasion from India into Russia, or vice versa, have simplified the question and now it is possible to come back to the original idea.

## WHAT THE PROJECT IS.

As to the scheme itself the plan is a very definite one. It is proposed to take from Baku, the most southern station on the Russian railway system, a direct line through Persia via Selatun to Nushki on the Anglo-Indian system. The main line would follow the shortest route, with branches to the Persian Gulf and to Teheran if it were found that the direct line would not go through the Persian capital.

In the opinion of the group this line must not be regarded as a tool for local political interest, and it is held that the line cannot be divided into sections controlled by different groups. It must exist as a whole and the company must have an international character, not only as regards the financing of the enterprise but also as far as the board that will have to be constituted is concerned. For that reason, though the interests of Russia, England, and Persia (the two first as owners of the two ends of the line and the latter as the owner of the territory on which the line develops), must be predominant, yet French, German, and Belgian interests and the interests of any other group that may find it convenient to invest will be most heartily welcomed. In this way the scheme will bring together in the Near East interests which might otherwise compete and give rise to friction, and the enterprise can, therefore, be regarded as a most powerful political weapon to ward off possible causes of mutual dissatisfaction.

With regard to the Baku & Railway already under construction, this scheme affords no menace whatever to that line. At the present rate of construction the latter cannot reach the region through which this Persian line proposes to travel for a period of at least eight years, and there is no reason whatever why the Bagdad Railway should not at that period profitably effect a junction with the international line now being considered. In fact, the fusion of commercial interests in the two lines prove a valuable factor in averting possible political difficulties.

## COST OF THE LINE.

In regard to the commercial side of the question the length of line to be built to connect the existing Russian and Indian lines is only 1,600 miles, and a rough survey which has been made leads to the conclusion that for the sum of £18,300,000 the line could be completed. Adding to this the necessary rate of interest for the invested capital for four years (the period of construction) would necessitate the expenditure of another 23 millions. This would mean a total expenditure of £41,300,000, which the Russian group think quite sufficient for the enterprise. As to the possible success of the enterprise from the purely financial standpoint, it is hoped that, given the possibility of taking passengers and mails from London to Bombay in eight days six hours at the very moderate estimated speed of twenty-eight miles per hour (or, with a speed of thirty-three miles, in exactly seven days) and with a daily service, the transit traffic would be developed from its very first days, especially if it be remembered that the English traffic, for the purpose of saving four and a half days, maintains a special service from Calcutta to Brindisi. A through ticket from London to Bombay for passengers by the proposed system would cost about £40 for a journey of seven days as against some £60 for a journey of double that period by the London-Brindisi route.

As to the engineering problem, the most difficult section of the line would be that part which would pass through Baluchistan and which has already been built by English enterprise to Nushki, and a certain part of the line where it will have to go from the Caspian Sea on to the Persian plateau. The rest of the line will be more or less level work along the plateau. In conclusion, M. Zvegintseff said: "This is no mere scheme in the air. It has been shown that there are no political objections. Those concerned with the scheme in Russia have not proceeded until they have been assured that they would have no hindrance from the Imperial

Government there. With regard to the next step, it may be stated that, both from the political and financial standpoint, everything necessary has been done in Russia. So far as the political aspect of the project is concerned we hope that no political objection is likely to be raised in London. It now remains, therefore, to ascertain the views of the financial groups on this side of the Channel."

## WEEK-ENDS IN INDIA.

## JOURNEY ON THE MODERN MAGIC CARPET.

The project for building an international railway through Persia to bring Bombay within seven days of London, has awakened the keenest interest not only in shipping but in financial circles.

M. Zvegintseff, the member of the Russian Duma who is entrusted with the mission of enlisting British support and capital for the proposed railway, has already met with considerable success.

Twenty-one million pounds is required to carry the plan through, and the money will be gathered in every European capital.

When the railway is completed the man with only three weeks' holiday—and plenty of money to spare—will be able to take a quick trip to India and back, and stay a week in the country.

He will leave Charing Cross on Monday at nine in the morning, and start on his race across Europe and Asia, through the cities of the Continent, at 5.30 on Monday afternoon, in a comfortable railway carriage.

Five o'clock on Monday evening will see him in Brussels, and at nine at night he will have crossed the German frontier at Herbesthal, having seen all Belgium spread before his carriage window.

He will sleep, not in a bank in a rolling ship, but in a comfortable bed, in a "wagon-lit."

## ACROSS EUROPE.

In the night, while he sleeps, he will be borne across Germany, and when Tuesday dawns he will be in Ilsewer. He will have breakfast in Berlin, and dinner at Alexandrovo, on the Polish frontier.

At ten minutes to ten on Tuesday night his train will steam into Moscow.

By midday on Wednesday his carriage will be rushing through the provinces of Russia towards the Caucasus; through Rjazan, where he can take tea from a samovar on the train, to Kozlov, where he will go to sleep again.

He may wake up in the early morning of Thursday and find himself passing through Voronezh; by Thursday night he will have left the River Don behind him; Friday will bring Vladikavkaz to him, and if the train runs at high speed, early on the morning of Saturday he should be in Baku.

This is where the porters may cry, "Change here for India," for, now, the new line will run across the Persian plateau, along caravan routes where hitherto the only carriage has been the back of a camel.

For a time, from the window of his "wagon-lit," he will be able to see the waters of the Caspian Sea, as the train bears him towards Baku.

The next capital he will be brought to is Teheran, and then he will have a long journey through Yazd and Kirman, passing little wayside stations named Mahanabad, and Zolad-din, to the Customs at Baluchistan.

Across Baluchistan to Nushki, on the Anglo-Indian line, and on Monday the train will run into the Victoria Terminus, Bombay. The passenger will have travelled 5,700 miles in seven days, and the price of his ticket will have been £40.—*Express.*

## WHISKY AS "HAIR TONIC"

NEW "INVIGORATOR" FOR USE IN  
PROHIBITION STATES.

The Government Patent Office at Washington has granted to Frederick Wilhelm Emil Muller, of Chicago, a patent for a remarkable hair tonic. The patent specifications declare that the ingredients of the tonic are:—

Pure water	100	per cent.
Ripe black currants	25	"
Granulated sugar	5	"
Whisky (best corn)	40	"
Port wine	20	"

The official description of the patent says: "The currants are placed in the whisky and left there for a period of four weeks; the currants are then separated from the whisky by straining, and are no longer used. The strained whisky is then thoroughly mingled with the water, sugar, and port wine by agitation.

"In using the above-named composition, a small quantity of same should be thoroughly rubbed into the scalp with the tips of the fingers several times daily. By the use of the above composition hair may be made to grow on bald spots of the head where hair should ordinarily grow; also, by the use of the above-named composition on hair which is already growing, the hair will be strengthened and invigorated.

The hair tonic will have an enormous sale in the many prohibition districts of America, where the sale of alcoholic drinks is prohibited. Its internal use will be much more extended than its external application. Chemist's shops in the "dry districts" are expected to do a rushing business with the Muller patent.

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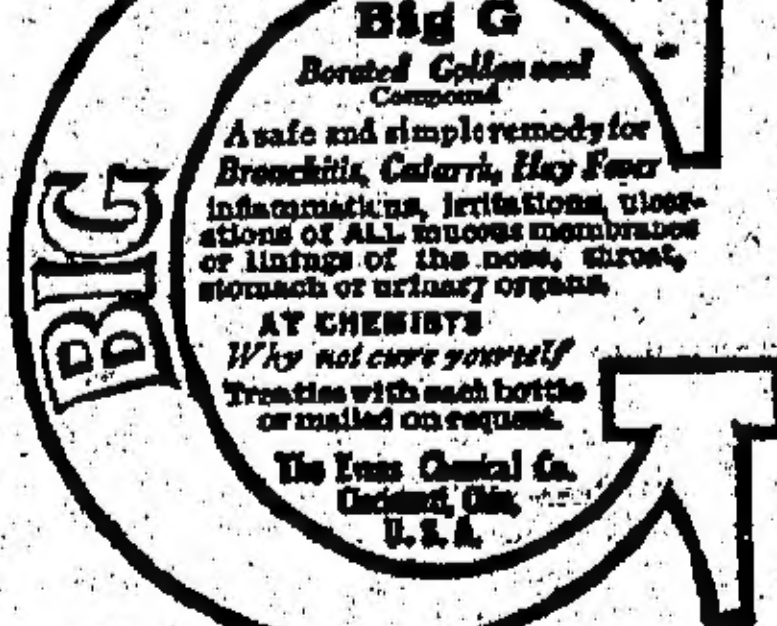
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cures chronic rheumatism, sciatica, neuralgia, and

all other forms of nerve pain, whether of the limbs

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of chronic rheumatism, sciatica, neuralgia, and

all other forms of nerve pain, whether of the limbs



SINGAPORE, December 1.

## SHIPPING IN PORT.

TEAR, British str., 1,346, A. W. Outerbridge,  
11th Dec.—Manila 8th December, General  
—Butterfield & Swire.

TELENA, British str., 2,768, Stratton, 27th  
Nov.—Balki Pappan 19th Nov., Kerosene  
Oil—Asiatic Petroleum & Co.

THORDIS, Norwegian str., 1,091, F. Jorgensen,  
16th December—Bangkok via Sweden 9th  
Dec., Oil—Thorsen & Thorsen, C. Co.

TOSABU, Japanese str., 5,823, H. Nomura,  
11th December—Mojil 6th Dec., Matches,  
Flour and Merchandise—Nippon Yusen  
Kaisha.

ULV, Norwegian str., 882, J. Pedersen, 2nd  
Dec.—Dahly 24th Nov., Beans—Aagaard,  
Thorsen & Co.

WAKAMATSU MARU, Japanese str., 1,722, U.  
Aikawa, 10th Dec.—Wakamatsu 4th Dec.,  
Coal—Mitsui Bisha Goshu Kaisha.

WASHINGTON, German str., 2,559, C. Stage,  
30th Nov.—New York 3rd Sept., Petroleum  
in bulk—Standard Oil Co.

WINGSANG, British str., 1,577, Lishman, 11th  
Dec.—Wuhu 6th Dec., Rice—Jardine  
Matheson & Co.

WUHU, British str., 1,237, J. Meachel, 27th  
Nov.—Chefoo 22nd November, General—  
Butterfield & Swire.

YERIKO MARU, Japanese str., 2,350, T. Suroki,  
8th Dec., Yokohama 26th Nov., and  
Mojil 5th Dec., Coal—Osaka Shosen Kaisha.

SAILING VESSELS.

JUTOPOLIS, British 4-masted barque, 2,532, F.  
Downs, 16th Nov.—New York 16th June.  
Case oil—Standard Oil Co.

**SPECIAL BLEND WHISKY.**

**CUTLER PALMER & CO., LONDON.**

**AGENTS**

**SIEMSEN & CO.,**

**HONGKONG.**

December 8th, 1910.

## "BILLIARDS"

**BEST AFRICAN IVORY BILLIARD BALLS**  
**THOROUGHLY SEASONED.**

CRYSTALATE AND BONZOLINE BALLS, ALL SIZES  
WEST OF ENGLAND BILLIARD CLOTHS A SPECIAL

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ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

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Hong, 16th October, 1907. [939]

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Chim Lo Luk Yau - Pumele, Saitai, 14	Alacrity, despatch-boat, 700 tons, 4 guns,
San Hop 'M' - Walnuts, Fresh, lb. 12	2,000 i.h.p., Act-Comdr. P. H. Noble,
杭盆 - Walnuts, Green .....	M.V.O. Shanghai.
Shanghai Lo Kwai .....	
Vietnamese, Chi Chuk .....	
Artichoke, Shanghai .....	7
Loong So 'Loi' - Asparagus, doz.	Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,
Chuk Shan - Bamboo Shoots .....	Master S. West, Hongkong.
Nga Tai - Beans, Sprout .....	2
Tau Kok - Long .....	10
Min Tau .....	3
Pin Tau .....	7
O Moon Bin Tau - Beans, .....	
Hung (French) .....	8
Mung Tau 'Loi' sho - Beetroot .....	4
Kan Sau - Cans .....	3
Tring Ke - Brinjals, Green .....	6
Yuen Ke - Red .....	2
Kai Tsoi - Carrots .....	3
Shai Kai Tsoi - Shanghai .....	7
Kam Rhin - Carrots .....	0
Ye Tsoi 'Fa' - Cauliflowers .....	each 5
Tai Ye Tsoi 'Fu' - Large Size .....	1
Chang Ye Tsoi 'Fa' - Cauliflowers .....	
Guo 'Loi' - Celery, China .....	lb. 5
Young Can 'Loi' - Celery, Eng. ....	5
Fu Kwa - Bitter Squash .....	10
Kon Lat Chin - Chilies, Dried .....	8
Tring Lat Tain - Chilies, Fresh .....	8
Hung Fu Tain - Chilies, Green .....	2
Tring Kwa - Cucumbers .....	2
Kai Tsoi 'Lun' - Curry Stuff, .....	
English .....	8
Shuen Tau - Garlic .....	8
Lo Kung - Ginger, old .....	8
Fu Kung - Ginger, young .....	9
Tring Tau - Green Peas .....	16
Loi Kwa - Cucumbers .....	pieces 4
Fat Mai - Sweet Corn .....	lb. 1
Young Shang Tsoi - Lettuces .....	lb. 1
Mush Melon .....	lb. 1
Shang Tso Ku - Mushrooms .....	lb. 1
fresh .....	
Yung Tsang Tau - Onions, .....	4
Yat Pan Tsang Tau - Onions, .....	7
Japanese .....	5
Shanghai Tsang Tau - Onions, .....	5
Mu Ka - Okroses .....	1)
Young Yuen Shi - Parsley, Eng. ....	1)
Shan Tsai - Potatoes .....	8
Poochoo .....	
Shanghai Shu Tsai - Potatoes .....	
Shanghai .....	
Yat Pan Shu Tsai - Potatoes, .....	
Japanese .....	
O Mei Shu Tsai - Potatoes .....	2
Fu Ka Shu Tsai - Potatoes, .....	5
American .....	3
Pan Shu - Potatoes, Sweet .....	3
Tung Kwa - Pumpkin .....	8
Chai Tai 'Loi' - Pumpkins .....	8
Loi Kwa - Potatoes - Radish .....	4
Ki Tsun - Yau - Spinatoes .....	7
Yin Tsoi - Spinach .....	3
Fa Tau - Taro .....	3
Fan Ka - Yamcubes .....	6
Lo Pak - Spinach Chinese .....	7
Tai tok .....	2
Lien Ngau - Taro .....	3
Young Lo Pak - Turnips, Eng. ....	4
Tai Kwa - Vegetable Marrow, .....	3
Mai 'Tai' - Water Chestnuts, .....	5
Common .....	5
Kwei Lam Mai Tai - Water .....	5
Chestnuts, Mandarin .....	5
Sai Yung Tai - Water Cresses .....	5
Tai Shi - Yam .....	5
Sage, .....	per bundle 5

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS,  
Secretary, Sanitary Board.

HONGKONG TIDE TABLE.

From December 14th to 20th, 1910

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.,	Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut.	Comdr. B. G. Washington, Shanghai.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut.	Comdr. A. H. Bonarville, Hwaihai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,	44 Comdr. H. Lynes, cruising.
Chubb, water tank and tug, 390 tons, i.h.p. 340.	Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400.	Comdr. H. E. Veale, cruising.
Fame, torpedo-boat destroyer, 340 tons, 6	guns, 5,700 i.h.p., Lt.-Comdr. C. B. Land,
Hongkong.	
Flora, 2nd class cruiser, 4,350 tons, 10 guns,	7,000 i.h.p., Captain J. Nicholas,
Shanghai.	
Headly, torpedo-boat destroyer 295 tons, 6 guns,	4,000 i.h.p., Lieut.-Comdr. B. J. D. Guy,
V.C., Hongkong.	
Icar, torpedo-boat destroyer, 295 tons 6 guns,	4,000 i.h.p., Lieut.-Comdr. H. S. Monroe,
Hongkong.	
Janus, torpedo-boat destroyer, 320 tons, 6 guns,	3,900 i.h.p., Lt.-Comdr. G. C. Heathcote,
Hongkong.	
Kent, armoured cruiser, 9,800 tons, 14 guns,	lb. 22,000, Capt. S. St. J. Farquhar,
Hongkong.	
Kinsale, gunboat, 616 tons, i.h.p. 1,200.	Lieut.-Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400	i.h.p., Capt. F. C. Learmonth, Kudat, B. N.
Sasakawa.	
Vinotaur, armoured cruiser (flagship Vice-	Admiral Sir A. L. Winslow, K.C.B.,
C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000,	Act.-Capt. A. Lowndes, Hongkong.
Monmouth, armoured cruiser, 9,400 tons, i.h.p.	22,500, Capt. Sir L. P. Hoard, Hongkong.
Mechanic, river gunboat, 180 tons, 2 guns, i.h.p.	830, Lieut.-Comdr. G. P. Leith,
Hongkong.	
Newcastle, 2nd class cruiser, 4,800 tons, turbine,	Captain George P. E. Haat, D.S.O.,
Singapore.	
Nightingale, river gunboat, 85 tons, 240 h.p.	Lt.-Comdr. Claude Hillierden-Woodward,
R.N., Yangtze.	
Otter, torpedo-boat destroyer, 335 tons, 6 guns,	6,500 i.h.p., Lieut. Comdr. Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,	Lt.-Comdr. Cosmo A. O. Douglas, West
River.	
Sandpiper, river gunboat, 85 tons, 2 guns, 240	i.h.p., Lieut.-Comdr. E. J. J. Southby,
West River.	
Saize, river gunboat, 85 tons, 2 guns 240 h.p.,	Lieut.-Comdr. John Michael Barker, Yangtze.
Taku, torpedo boat destroyer, 335 tons, i.h.p.	6,000, Gunner E. J. Trillo, R.N., Hong-
kong.	
Tan, receiving ship, 4,650 tons, 6 guns,	Commodore Eyres, Hongkong.
Tal, river gunboat, 180 tons, 2 guns, i.h.p. 830,	Lieut.-Comdr. E. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 i.h.p., Lieut.	Comdr. M. B. Baille-Hamilton, Shanghai.
Virago, torpedo-boat destroyer, 395 tons, 6	guns, 6,300 i.h.p., Lieut.-Comdr. C. B. Land,
Hongkong.	
Waterwitch, surveying ship, 620 tons, 450 i.h.p.	Lieut.-Comdr. E. L. Hancock, en route to
Hongkong.	
Whitaker, torpedo-boat destroyer, 360 tons, 5	guns, 5,900 i.h.p., Lieut.-Comdr. G. B.
Hartford, Hongkong.	
Widgeon, gunboat 195 tons, 2 guns, 800 h.p.	Lt.-Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.	Lieut.-Comdr. B. R. Brooke, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.	Lieut.-Comdr. G. F. A. Mulock, Yangtze.

## HONGKONG TIDE TABLE.

From December 14th to 20th, 1910

HIGH WATER.					LOW WATER.				
Day of Week.	Day of Month.	Houring Mean Time.	Height.		Day of Week.	Day of Month.	Houring Mean Time.	Height.	
Wed.	14	h 2.54 m 3.2	12.6		Wed.	14	h 1.10 m 1.3	1.0	
Thur.	15	h 3.57 m 4.2	12.8		Thur.	15	h 2.11 m 2.4	1.3	
Fri.	16	h 5.00 m 5.3	13.0		Fri.	16	h 3.13 m 3.4	1.6	
Sat.	17	h 6.03 m 6.3	13.2		Sat.	17	h 4.15 m 4.4	1.9	
Sun.	18	h 7.06 m 7.3	13.4		Sun.	18	h 5.17 m 5.4	2.2	
Mon.	19	h 8.09 m 8.3	13.6		Mon.	19	h 6.19 m 6.4	2.5	
Tues.	20	h 9.12 m 9.4	13.8		Tues.	20	h 7.21 m 7.5	2.8	

## HONGKONG METEOROLOGICAL.

REGISTER.

	Previous Day at 6 p.m.	On Date at 10 a.m.	On Date at 6 p.m.
Barometer .....	30.17	30.27	30.15
Temperature ....	63	59	63
Humidity .....	60	65	61
Wind Direction ..	N.E.	North	N
Force .....	2	1	1
Weather .....	c	b	b
Rain .....	—	—	—
Highest open air Temperature on 12th.....65			
Lowest open air Temperature on 12th.....56			







## SHIPPING.

**ARRIVALS.**  
**ALACRITY**, British despatch-boat, 1,700, Act-Commodore P. H. Noble, 13th December—Shanghai 10th December.  
**BRECONSHIRE**, British str., 4,000, J. M. Tomlinson, 13th Dec.—Yokohama and Shanghai 10th Dec. General—Jardine, Matheson & Co.  
**CEYLON MARU**, Japanese str., 3,142, F. L. Pyne, 13th Dec.—Singapore 5th December, General—Nippon Yusen Kaisha.  
**CHUDAN**, Norwegian str., 1,102, N. Hjorth, 13th Dec.—Bangkok and Swatow 12th Dec. General—Aagaard, Thorsen & Co.  
**EARL OF FORBES**, British str., Alex. Currie, 13th Dec.—Mojji 8th Dec. Coast—Doddwell & Co.  
**FRI**, Norwegian str., 860, N. G. Andersen, 12th Dec.—Wailuwei 11th December, Suit—Chinese.  
**HANYANG**, British str., 13th Dec.—Canton.  
**KLEIST**, German str., 5,122, O. Fahnke, 13th Dec.—Yokohama and Shanghai 3rd Dec. Mails and General—Melchers & Co.  
**KUTSANG**, British str., 4,895, R. C. D. Bradley, 13th Dec.—Calcutta via ports 27th Nov. General—Jardine, Matheson & Co.  
**KWANGSE**, British str., 1,229, P. Cole, 12th Dec.—Chiofo 7th Dec. General—Batterfield & Swire.  
**NABANG**, British str., 4,035, P. M. B. Lake, 12th Dec.—Kobe and Mojji 8th December, General—Jardine, Matheson & Co.  
**PHUMPUK**, British str., 1,055, J. H. Scott, 12th Dec.—Saigon 6th December, Rice and General—Wo Fat Sing.  
**SCHAEFFER**, German armoured cruiser, 12,300, Kraft, 13th Dec.—from Amoy.  
**SHAOSHING**, British str., 1,307, H. A. Wavell, 13th Dec.—Taka 7th Dec. General and Post—Batterfield & Swire.  
**TAKO MARU**, Japanese str., 3,099, Y. Yamashita, 13th Dec.—Mojji, Coast—Mitsui Bussan Kaisha.  
**YUNESANG**, British str., 1,128, P. H. Rolfe, 13th Dec.—Manila 10th Dec. General—Jardine, Matheson & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 13th December.  
**Ceylon Maru**, Japanese str., for Shanghai.  
**Haitan**, British str., for Swatow.  
**Hongkong**, British str., for Hongkong.  
**Kleis**, German str., for Europe, etc.  
**Kwangsang**, British str., for Canton.  
**Pembroke**, British str., for Shanghai.  
**Shaoching**, British str., for Canton.  
**Taan**, British str., for Manila.  
**Thorid**, Norwegian str., for Swatow.  
**Tsun Maru**, Japanese str., for Shanghai.

## DEPARTURES.

**13th December.**  
**FEICHING**, Chinese str., for Canton.  
**HAND**, French str., for Peking.  
**HOPE**, British str., for Canton.  
**ISCHIA**, Italian str., for Singapore.  
**KANSU**, British str., for Canton.  
**KUJIKOW**, German str., for Canton.  
**KUJIKOW**, British str., for Canton.  
**MEEFOO**, Chinese str., for Shanghai.  
**NORD**, Norwegian str., for Canton.  
**PANAMA MARU**, Japanese str., for Shanghai.  
**SINGAN**, British str., for Hongkong.

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
 The I.G.M. str. **Goben**, carrying the German Mails with dates from Berlin of the 16th ult., left Singapore on the 10th inst. at 10 a.m., and may be expected here to-day at night.  
**THE INDIAN MAIL.**  
 The Indo-China str. **Lainang** from Calcutta and the Straits left Singapore for this port on the 10th inst.  
**THE CANADIAN MAIL.**  
 The C.P.R. Co.'s str. **Empress of China** left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.  
 The C.P.R. Co.'s str. **Monteagle** left Vancouver, B.C., on the 13th inst. p.m. for Hongkong via usual ports of call.  
**THE AUSTRALIAN MAIL.**  
 The H. & A. str. **Aidenham** left Sydney on the 3rd inst. for this port, via Queensland Ports and Manila.  
 The N.Y.K. str. **Nikko Maru** (Australian Line) left Thursday Island for this port via Manila on the 8th inst. and is expected here on the 15th inst.  
**THE AMERICAN MAIL.**  
 The P. M. S.S. Co. str. **Siberia** sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 3rd prox.  
 The P. M. S.S. Co. str. **China** sailed from San Francisco on the 6th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 3rd prox.  
**MERCHANT STEAMERS.**  
 The Danish str. **Stent** left Sabang on the 1st inst., and may be expected here to-day.  
 The American-Astoria S.S. Co.'s str. **Indiana** left Singapore on the 7th inst., and is due here to-day.  
 The H. & A. str. **Scandia** left Singapore on the 7th inst., and may be expected here to-day.  
 The Bank Line str. **Hallamshire** sailed from Manila on the 10th inst., and is due here to-day a.m.  
 The Doddwell Line str. **Sikh** arrived at Foochow on the 12th inst. morning, and sails for Hongkong on the 13th inst.  
 The Austrian Lloyd's str. **Persia** left Singapore for this port on the 10th inst. p.m., and is due here on the 17th inst. at daylight.  
 The F. & O. S. N. Co.'s str. **Sunda** left Singapore for this port on the 11th inst. at 1 p.m., and is due here on the 18th inst. at about 6 a.m.  
 The O.S.K. str. **Sentia Maru** from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst., via Manila.  
 The T.Y.K. str. **Nippon Maru** sails from Yokohama on the 12th inst. en route to Hongkong, and is due to arrive at this port on the 20th inst.  
 The Swedish str. **Nippon** left Sabang on the 11th inst., and is expected here on the 22nd inst.  
 The M.M. str. **Meina** is expected to arrive here on or about the 23rd inst.  
 The O.S.K. str. **Mizoko Maru** left Tacoma for this port on the 26th ultimo, and is expected to arrive here on or about the 29th inst., via Japan and Shanghai.  
 The American & Cuba Line's str. **Kioto** left New York on the 10th ult., and is due here on or about the 1st prox.  
 The str. **Glenloch** left London on the 5th ult., and is due here on or about the 3rd prox.  
 The T.Y.K. str. **Kyo Maru** left Calcutta for this port via Meian ports, Honolulu, and Japan, ports, on the 30th ultimo.  
 The P. & A. Co.'s chartered str. **Strathallan** sails from London on the 15th inst., via Japan ports, for Hongkong.  
 The str. **Glentworth** left London on 25th ult., and is due here on or about 15th prox.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP...	BRECONSHIRE	Brit. str.	1	Tomlinson	JARDINE, MATHESON & CO., LD.	About 14th inst.
LONDON, &c. VIA USUAL PORTS OF CALL	HIMALAYA	Brit. str.	1	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	1	A. G. Cabitt, R.N.R.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	1	Jagar	HAMBURG-AMERICA LINE	About middle of Jan.
ROTTERDAM, ANTWERP & HAMBURG, &c.	BULGARIA	Ger. str.	1	Gjstenbrun	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRIGADIA	Ger. str.	1	Ernst	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE, ROTTERDAM & HAMBURG, &c.	ARABIA	Ger. str.	1	Maass	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	1	V. Dohren	HAMBURG-AMERICA LINE	On 3rd Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	1	Bruno	HAMBURG-AMERICA LINE	On 15th Jan.
MARSEILLES & COPENHAGEN	CANTON	Swed. str.	1	Brno	OLDF WIFE & CO., LTD.	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	POLYTESHEN	Fr. str.	1	Brno	MESSAGERIES MARITIMES	On 29th inst., at 1 p.m.
MARSEILLES HAMBURG & ANTWERP &c.	SITHONIA	Ger. str.	1	Brno	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	1	H. Raegenar	NIPPON YUSEN KAISHA	On 27th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	1	M. Hagino	NIPPON YUSEN KAISHA	On 4th Jan., at D'light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	KLEIST	Ger. str.	1	O. Pahnke	MELCHERS & CO.	To-day, at Noon.
NEW YORK	LYNCHBURGH	Brit. str.	1	J. C. Alexander	JARDINE, MATHESON & CO., LD.	About 29th inst.
BOSTON & NEW YORK	SIKH	Brit. str.	1	Doddwell & Co., Ltd.	DODWELL & CO., LTD.	About 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1	K. Kawara	CANADIAN PACIFIC R. CO.	On 17th inst., at 7 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1	K. Sato	CANADIAN PACIFIC R. CO.	On 25th Jan., at Noon.
VICTORIA, C.B. & TALOMA VIA SHANGHAI & JAPAN	SEATTLE MARU	Jap. str.	1	G. E. Elliott	OSAKA SHOSEN KAISHA	On 28th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ISABA MARU	Jap. str.	1	G. E. Elliott	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	1	G. E. Elliott	NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	HALLAMSHIRE	Brit. str.	1	G. E. Elliott	DODWELL & CO., LTD.	To-morrow.
VANCOUVER (DIRECT)	HONGKONG MARU	Jap. str.	1	T. Sekine	YOTO KISEN KAISHA	On 21st inst.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	CHINA MARRU	Ger. str.	1	Gen. Bjerk	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
ASTRAHAN PORTS VIA MANILA	HURCULES	Nor. str.	1	W. Davison	PORTLAND & ASIATIC S.S. CO.	On 17th inst.
PORTLAND VIA MANILA & JAPAN	CHINA	Am. str.	1	E. Finlayson	PACIFIC MAIL S.S. CO.	To-day, at 1 p.m.
SAVANACCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	1	H. Finlayson	PACIFIC MAIL S.S. CO.	On 17th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	1	H. Finlayson	TOYO KASEN KAISHA	On 31st inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	COLENZ	Ger. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	About 13th inst.
KOBE & YOKOHAMA	FAUSANG	Brit. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	On 22nd inst., at 5 p.m.
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	MELCHERS & CO.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	OSAKA SHOSEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	HAMBURG-AMERICA LINE	To-morrow
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	MELCHERS & CO.	On 16th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	BUTTERFIELD & SWIRE	On 17th inst., at M'right
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	On 17th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	SANDER, WIEBER & CO.	On 19th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	MESSAGERIES MARITIMES	On 19th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	OLDF WIFE & CO., LTD.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	HAMBURG-AMERICA LINE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	OSAKA SHOSEN KAISHA	To-morrow, at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	OSAKA SHOSEN KAISHA	On 21st inst., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	OSAKA SHOSEN KAISHA	On 18th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	DOUGLAS LAFRAIR & CO.	To-day, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	DOUGLAS LAFRAIR & CO.	On 16th inst., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	DOUGLAS LAFRAIR & CO.	On 20th inst., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	On 17th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	On 21st inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	SHAW, TOMES & CO.	On 25th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	MELCHERS & CO.	On 17th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	DAVID SASSOON & CO., LTD.	To-morrow, at 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JARDINE, MATHESON & CO., LD.	On 20th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	1	H. Finlayson	JAVA-CHINA-JAPAN LINE	Quick despatch

## CANADIAN PACIFIC RAILWAY CO'S THE BANK LINE LIMITED.

ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" Sat., 17th Dec.	"ALLEN LINE" Friday, 13th Jan.
"EMPERESS OF CHINA" Sat., 14th Jan.	"ALLEN LINE" Friday, 10th Feb.
"MONTEAGLE" Wed., 25th Jan.	
"EMPERESS OF INDIA" Sat., 11th Feb.	"ALLEN LINE" Friday, 10th Mar.
"EMPERESS OF JAPAN" Sat., 11th Mar.	"ALLEN LINE" Friday, 7th April.
"EMPERESS OF CHINA" Sat., 8th April	"ALLEN LINE" Friday, 5th May

The quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STEAMERS TO SAIL

SHANGHAI KOBE & "TOURANE" Capt. Lancelotti {On 19th Dec., P.M.

YOKOHAMA "POLYNESIE" Capt. Bruno {On 20th Dec., 1 P.M.

MARSEILLES VIA PORTS

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20. Hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,  
Queen's Building.

Hongkong, 8th December, 1910.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, VANCOUVER, B.C.  
& SEATTLE  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SUVERIC	6,232	P. B. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Queen's Buildings.

Hongkong, 24th October, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND  
MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS,

BUTTERFIELD & SWIRE,

[1213]

HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.

**THE Steamship**  
**"BRECONSHIRE."**  
 Captain Tomlinson, will be despatched at above about 14th December.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO. LTD.**  
 Agents.  
 Hongkong, 1st December, 1910. [1339]

FOR SINGAPORE, PENANG AND CALCUTTA.  
 (Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

**THE Steamship**  
**"LIGHTNING."**  
 Captain E. F. Smith, will be despatched for the above Ports TO-MORROW, the 15th Dec., at 1 P.M.  
 For Freight or Passage, apply to  
**DAVID SASSOON & CO., LTD.**  
 Agents.  
 Hongkong,



The British str. *Kutsang* reports: Strong N.E. monsoon and rough sea.  
The British str. *Namsang* reports: From Moji to Hieshans, moderate N.Westerly winds and sea; Hieshans to Hongkong, strong N.E. monsoon and misty weather.



# "OSTERTAG" - SAFES.

FOR SALE:

A CONSIGNMENT OF FIVE RECENTLY ARRIVED SAFES IN  
DIFFERENT SIZES.

Please call on the Sole Representative.

**HUGO C. A. FROMM,**

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

1334-5]

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Gauche*, with the German Mail of the 16th ultimo, left Singapore on Saturday, the 10th  
instant, at 10 a.m., and may be expected here this evening.

The *Touraine*, with the French Mail of the 18th ultimo, left Singapore on Monday, the 12th  
instant, at 5.30 p.m., and may be expected here on or about Monday, the 19th instant.

FOR	PER	DATE
Swatow and Bangkok	Thordis	Wednesday, 14th, 8.00 A.M.
Swatow, Amoy and Poochow	Haitan	Wednesday, 14th, 9.00 A.M.
Hai Phong	Hongkong	Wednesday, 14th, 10.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	Pembrokehire	Wednesday, 14th, 10.00 A.M.
Shanghai, Moji and Kobe	Ceylon Mars	Wednesday, 14th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to 11.30 Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail)

Macao  
Amoy and Chinkiang  
Sui Tai  
Swatow, Amoy Poochow and Shanghai  
Sui Tai

Holohow, Pakhoi and Haifong  
Mei, Kolo, Yokohama, Victoria, Vancouver  
Hallamshire  
Kobe and Moji  
Shanghai, Kobe and Moji  
Singapore, Penang and Calcutta  
Fausang  
Macao  
Shanghai  
Verino Maru  
Swatow, Amoy and Poochow  
Loksang  
Shanghai

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA  
VICTORIA & VANCOUVER (B.C.)  
Empress of Japan  
Manila  
Shanghai  
Yuenang  
Choyang

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE  
Korea

Tiolo and Cebu  
Sungkiang

Shanghai  
SIBERIAN MAIL TO EUROPE  
Anhui

Manila, Zamboanga, Port Darwin, Thursday  
Island, Cocktown, Cairns, Townsville,  
Brisbane, Sydney, Hobart, Launceston,  
New Zealand, Melbourne, Adelaide,  
Dunedin, Perth, Fremantle  
Changsha  
Swatow, Amoy and Poochow  
Haiching

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail)

Singapore, Penang and Calcutta  
Namsang  
Manila  
Singapore, Penang and Colombo  
Taming  
Nagasaki, Kobe and Yokohama  
Mishima Maru  
Moji, Kobe, Yokohama, Honolulu, Manzanillo,  
Salina Cruz, Callao, Iquique, Valparaiso and  
Caracas  
Hongkong Maru  
Manila, Hilo and Cebu  
Rubi

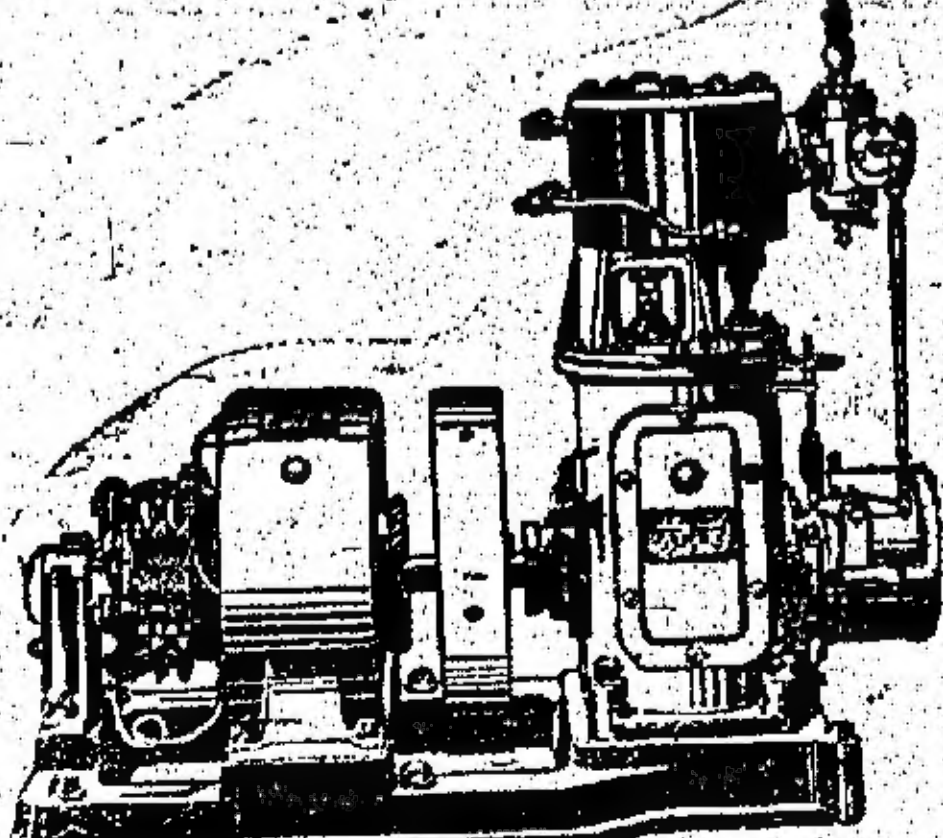
EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 A.M. to NOON Extra  
Postage 10 cents)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents)  
(Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail)  
The Parcel mail will be closed on Friday  
23rd inst., at 5 p.m.

## W. H. ALLEN, SON & CO., LTD.

Queen's Engineering Works, Bedford,  
England.

### MANUFACTURERS OF:-

- Centrifugal Pumps (including Turbine  
Pumps) driven by Steam-engines, Electric  
motors or by Belt.
- Condensing Plants of the Surface and Jet  
Character Driven by Steam Engines,  
Electric Motors or in any other manner.
- Steam Engines of the Open and Enclosed  
Type for Electric Lighting, Transmission  
of Power or for Driving by Belt.
- Continuous Current Dynamos and Motors.
- Centrifugal Fans for Forced or Induced  
Draft Driven by Steam-engines, Electric  
motors or by Belt.
- Allen Vertical Enclosed Air Compressors.
- Vertical Oil Engines.
- "Allen-Picard, Piston" Water Turbines.



Full details and particulars of any of the above mentioned machinery  
may be had on application to the Sole Agents:

**WILLIAM C. JACK & CO., LTD.,**

14, DES VEXES ROAD CENTRAL, HONGKONG.

## COMMERCIAL.

EXCHANGES  
CLOSING QUOTATIONS.

December 13th.	
ON LONDON:-	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.10
Bank Bills, at 30 days' sight	1.10
Bank Bills, at 4 months' sight	1.10
Credito, at 4 months' sight	1.10
Documentary Bills 4 months' sight	1.10
ON PARIS:-	
Bank Bills, on demand	231
Credito, at 4 months' sight	235
On demand	187
ON NEW YORK:-	
Bank Bills, on demand	44
Credito, at 60 days' sight	45
ON BOMBAY:-	
Telegraphic Transfer	136
Bank, on demand	136
ON CALCUTTA:-	
Telegraphic Transfer	136
Bank, on demand	136
ON SHANGHAI:-	
Bank, at sight	73
Private, 30 days' sight	74
ON YOKOHAMA:-	
On demand	89
ON MANILA:-	
On demand	90
ON SINGAPORE:-	
On demand	78
ON BATAVIA:-	
On demand	109
ON HAIPHONG:-	
On demand	14
ON SAIGON:-	
On demand	14
ON HANKOW:-	
On demand	84
SUBSCRIPTIONS, Bank's Buying Rate	\$10.90
GOLD LEAF, 100 fine, per tael	\$56.40
SILVER, per tael	25

SUBSIDIARY COINS.	
	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

## SHARE LIST.—QUOTATIONS.

HONGKONG, DECEMBER 13th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	6,604	\$12/6	\$12/6	\$8, sellers
China Boreas Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$5 cts., sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7, sellers
<b>COTTON MILLS.</b>				
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 57 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	Tls. 44
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 48
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 247 1/2
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$173, buyers
<b>DOCK AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$51 1/2, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$54
New Amoy Dock Co., Limited	10,000	\$50	all	\$56, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67 1/2
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 97 1/2
<b>FINANCIAL &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$5
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$31, buyers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	\$10	\$205
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$25	\$97, buyers
<b>HONGKONG ICE COMPANY, LIMITED</b>	5,000	\$25	\$25	\$125, sales
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	\$10	\$18, sellers
<b>HONGKONG SOUTH CHINA STEAMSHIP CO., LTD.</b>	15,000	\$10	\$10	\$7
<b>INSURANCE COMPANIES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$250	\$185
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$116
China Traders Insurance Co., Limited	24,000	\$80.33	\$80.33	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250	\$360
North-China Insurance Co., Limited	10,000	\$25	\$25	Tls. 130, sellers
Union Insurance Society, Limited	12,400	\$100	\$100	\$87 1/2
Yankee Insurance Association, Limited	12,000	\$100	\$100	\$190, sellers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	80,000	\$100	\$100	\$99, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$6, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$33 1/2
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 105
West Point Building Co., Limited	12,500	\$50	\$50	\$39
<b>MINEING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	\$1	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$3, sellers
Peak Tramways Co., Limited	25,000	\$10	\$10	\$15, sellers
Phillipine Co., Limited	50,000	\$10	\$10	\$13, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$124
Laon-Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
Robinson Pine Co., Limited	4,000	\$50	\$50	\$50
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	50,000	\$25	\$25	\$3
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, sellers
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$50, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$6, sell, L'don
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$123
Star Ferry Company, Limited	10,000	\$10	\$10	\$5
South China Morning Post, Limited	10,000	\$25	\$25	\$25
South Laundry Company, Limited	20,000	\$5	\$5	\$5, buyers
<b>STROES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$2
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Weston & Co., Limited	90,000	\$10	\$10	\$6, sales
Weismann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
United Waterboat Co., Limited	100 shares	\$10	\$10	\$300
<b>RUSSIAN.</b>				
Anglo-Malaya	750,000	2/	all	5/
Anglo-Siam	1,500,000	2/	all	23/
Anglo-Siam	151,200	3/	all	\$11 (Sts.)
Batu Tigas	70,000	4/	all	90/
Bukit Kajangs	80,000	4/	all	75/
Castellanos, fully paid	30,000	4/	all	117/6
Chavots	70,000	4/	all	13/9 prem.
Eastern and International	250,000	4/	all	105/
Highlands and Lowlands	307,100	4/	all	5/6 prem.
Kamunings	1,825,000	2/	all	16/6
Kuala Lumpur	180,000	4/	all	68/9
Labus	100,000	4/	all	45/
Leidury	100,000	4/	all	13/
Linggis	900,000	2/	all	53/
London Asiatics	1,266,000	2/	all	61/
London Ventures	45,000	10/	all	\$33 (Sts.)
Merlemaus	45,000	10/	all	17/6 prem.
Pegohs	45,000	10/	all	25/6
Rubber Tracts	50,000	10/	all	25/6
Sandycroft	100,000	10/	all	72/6
Sapungs	65,000	10/	all	10/
Sheldons	125,000	10/	all	112/6
Singapore and Johore	995,000	2/	all	112/6
Sumatra Para	90,000	2/	all	112/6
Sungei-Kapars	90,000	2/	all	112/6
United Serdangs	170,000	2/	all	112/6

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

WERNON & SMYTH, Share-Brokers.

## TOBACCO YOU CAN ENJOY.

Old English

## CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special  
vacuum process; it therefore retains that delightful  
aroma and exquisite flavour natural to the finest  
tobacco leaf.

"IT DISAPPOINTS NO ONE."

Packed in tins containing 1 lb. with a handsome  
curved case which fits the pocket, and is the most  
convenient way to carry a pipe tobacco sufficient  
for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

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## THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Milkmaid  
BRAND  
Milk



LARGEST SALE  
in the  
WORLD.  
As a guarantee  
of quality,  
see the  
MILKMAID  
on every Tin.

Another Famous Product of the above  
Company is its

STERILIZED  
NATURAL MILK.

A trial of which will satisfy you of its  
EXCELLENCE.

PRICE:

20 Cents Per Tin.  
\$2.30 Per Doz. Tins.  
\$9.00 Per Case of 4 Doz. Tins.

ON-SALE AT:-

LANE, CRAWFORD & Co.  
KWAN TEE, Queen's Road Central.  
CHEONG TEE, Queen's Road Central.  
NAN YUEN, Queen's Road East.  
NAM HING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Canal Road.

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TO-MORROW

5.30 P.M.—Organ Recital at St. Peter's Church.

FORTHCOMING EVENT.

Thursday, 15th Dec.—Auction of Spanish Wines  
at Sales Rooms, by Mr. Geo. P. Lammert,  
11 A.M.

Tuesday, 20th Dec.—"At Home" at Govern-  
ment House, 9.30 P.M.

Wednesday, 21st Dec.—Philharmonic Concert  
at Theatre Royal, 9.15 P.M.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. and Mrs. G. D. Adams	Mr. A. E. Leicht
Mr. M. Adams	Mr. & Mrs. E. A. Leicht and maid
Major and Mrs. F. L. Adams and child	Mr. J. H. Little
Mr. J. L. Andrew	Mr. G. T. Lloyd
Mrs. E. S. Andrews	Mr. W. Logan
Mr. J. B. Baughman	Mrs. E. L. Lovell
Mr. F. B. Beck	Mr. Lowenstein
Mr. E. D. Beck	Mrs. B. Markham
Mr. & Mrs. Oscar Beer	Mr. E. H. Mayne
Mr. A. H. Best	Mr. & Mrs. J. Meier
Capt. A. & Mrs. N. F. Blarcho	Mr. A. J. Miller
Mr. L. G. Browne	Mr. H. Molden
Mr. L. W. Brown	Mr. E. J. Mortimer
Mr. W. Buchanan	Mr. A. B. Mosler
Mr. B. L. Newman	Mr. M. F. Murray
Mr. & Mrs. Butterfield & family	Mr. B. L. Newman
Mrs. D. Campbell	Mr. L. P. Needham
Mr. & Mrs. H. L. Caswell	Mr. and Mrs. F. I. Northcombe
Mr. H. Chapin	Mr. & Mrs. O. Oden
Mr. F. T. Chapple	Mr. J. C. Ogden
Mr. P. T. Chivers	Mr. and Mrs. F. H. Osgood
Mr. & Mrs. Churchill, Maid & 2 children	Mr. Fernand Pila
Mr. W. E. Clarke	Mr. H. B. Pond
Mr. A. S. Cobden	Mr. C. P. Poole
Mr. H. L. Condon	Mr. A. D. Power
Mrs. A. S. Damon	Mr. E. H. Ray
Mr. C. Deane	Mr. C. H. Reiss
Dr. and Mrs. T. N. Eastman	Mrs. J. W. Roberts
Mr. and Mrs. H. O. Ehrenfels	Mr. R. K. Rodger
Mr. F. S. Fischer	Mrs. C. G. Rogers
Mr. H. G. Fisher	Mr. & Mrs. W. Sefton
Mr. A. Elor	Miss F. W. Sefton
Mr. & Mrs. Freeman	Mr. A. Slogaby
Mr. & Mrs. Fry & infant	Miss M. L. Szaps
Mr. H. L. Gadden	Mr. H. H. Solomon
Mr. C. E. Garner	Dr. and Mrs. A. I. Spaulding
Rear-Admiral Goodrich	Mr. J. Spitzies
Mr. V. Goubouren	Miss A. Square
Capt. T. P. Hall	Lt. & Mrs. C. E. Stain
Mr. J. C. Hamilton	H. N.
Mr. A. Harrison	Mr. J. G. Steen
Mr. C. A. Henderson	Mrs. W. M. Stanton
Hon. Mr. & Mrs. E. A. Howard	Dr. D. Stone
Mr. F. H. Howard	Mr. G. A. Symons
Dr. S. Hough	Mrs. A. J. Taylor
Mr. C. Humphreys	and Mrs. Taylor
Mr. H. W. Ivry	Mr. and Mrs. J. C. Thompson
Mrs. C. M. Jack	Mr. and Mrs. J. C. Thompson
Mrs. J. A. M. Kelly	Mr. F. W. Walker
Mr. H. Klimanek	Mrs. E. Weitz
Mr. & Mrs. Lamprecht	Mr. & Mrs. H. J. H. White
Mr. & Mrs. Lamprecht	Dr. D. White
Mr. & Mrs. Lamprecht	Mr. & Mrs. A. Wilson
Mr. & Mrs. Lamprecht	Mr. and Mrs. F. J. Wilson
Mr. Easton	Mr. G. G. Wood
Mr. W. O. Law	